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Item 6 (b) of the provisional agenda
Proposals for amendments to Annexes A and B of ADR: Miscellaneous proposals

Carriage of UN Nos. 1745, 1746 and 2495 in pressure drums

Transmitted by the Government of France[1]

Summary

Executive summary:	The aim of this document is to correct the French version of Table 3 of P200 in ADR so as to authorize the carriage of UN Nos. 1745, 1746 and 2495 in pressure drums.
Decision to be taken:	Amend the French version of Table 3 of P200.
Related documents:	TRANS/WP.15/AC.1/84/Add.2, TRANS/WP.15/168

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

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Introduction

1. In the French version of ADR, in Table 3 of P200, there is no X in the "pressure drums" column for UN Nos. 1745, 1746 and 2495. Such substances are thus not authorized for carriage in pressure drums.

2. This is apparently a mistake, as the French version of RID and the English and Russian versions of ADR all have an X in these columns.

3. This entry has been mistakenly shown this way since ADR 2003. The amendments adopted by the Joint Meeting in September 2001 called for the X to appear (TRANS/WP.15/AC.1/84/Add.2), but it disappeared from the French version of the texts adopted by WP.15 for the UN numbers in question (TRANS/WP.15/168).

Proposal

4. In the French version of ADR, in P200, Table 3: SUBSTANCES NOT IN CLASS 2, add an X in the column entitled "Pressure drums" for UN Nos. 1745, 1746 and 2495.

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Construction and approval of vehicles

Use of Liquefied Natural Gas as fuel for vehicles carrying dangerous goods

Transmitted by the Government of the Netherlands[1]

Summary

Executive summary:	Amendments to Chapter 9.2 to make the use of Liquefied Natural Gas possible as fuel for vehicles carrying dangerous goods.
Action to be taken:	Amendment to subsections 9.2.4.3 and 9.2.4.4. of ADR.
Reference documents:	ECE/TRANS/WP.15/221 paragraphs 60 and 61 and informal documents INF.10, INF.23 and INF.25 of the ninety-fifth session.

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

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Introduction

1. In the November 2013 meeting of WP.15 (ninety-fifth session) the Netherlands presented informal document INF.10 containing an introduction to new fuels and proposals to amend Chapter 9.2 of ADR. In support of this document presentations were given concerning the use of liquefied natural gases (LNG) and the safety features included in the vehicle fuel systems. The presentations can be found as informal documents INF.23 and INF.25 of the ninety-fifth session.

2. Since the ninety-fifth session the amended ECE Regulation No. 110 (R110), containing the safety provisions for LNG fuel systems has been adopted during the 161st session of the World Forum for Harmonisation of Vehicle Regulations (WP.29) in November 2013. The entry into force is expected to be in June 2014.

3. The approval and entering into force of R110 will see Heavy Goods Vehicles fueled by LNG entering into service when ADR 2015 will be applicable (1 July 2015 to 1 July 2017). Compressed Natural Gas (CNG) fueled vehicles are already within the scope of the existing R110.

4. The Netherlands believes that it is very important that a harmonized and well founded position should be taken by all contracting parties to ADR, when it comes to allowing the use of LNG as fuel for the vehicle categories mentioned in Chapter 9.1. The Netherlands is also of the opinion that sufficient safety provisions are included in R110 to justify the use of LNG as fuel for heavy goods vehicles carrying Dangerous Goods and proposes to amend the wording in ADR accordingly. In order to reach consensus on the use of LNG for ADR 2015 the Netherlands proposes for the time being to limit adoption of alternative fuels to LNG only for AT, FL and OX vehicles, thus excluding EX vehicles and Mobile Explosive Manufacturing Units (MEMUs). For ease of acceptance the proposals for amendment are kept to a minimum.

5. Summary of the safety aspects of LNG fuel systems:

- LNG fuel tanks are double skinned. The space between is filled with "super" insulation (wound foil) and vacuum is applied. The inner and outer skin are made of austenitic stainless steel which is strong, pliable and has a high resistance to fire conditions.
- The fuel tank design is tested by dropping it from 9 meters on the most critical area (except the piping end) and from 3 meters on the piping end of the tank after which the tank shall remain tight. The tanks have a high resistance to accident damage.
- The fuel tank design is tested in fire conditions, the External fire (bonfire) test. The tank shall be completely engulfed in fire with a temperature of at least 590 °C. The tank shall not burst. A high resistance to fire conditions is proven. Even in the event of a loss of vacuum between the inner and outer skin of the fuel tank the contents shall discharge in a controlled manner to prevent bursting.
- Two systems of pressure relief are fitted in parallel. A primary pressure relief valve to remain within normal pressure/temperature conditions (boil-off) and a secondary pressure valve in case of accidental situations.
  The normal boil off is a limited volume vented high up behind the vehicle cab at a relative low pressure. Even in the case of a loss of vacuum this pressure relief is expected to cope. The risk (probability and effect) of this release of gas is very low. Future development may see this outflow contained or used otherwise to limit pollution.
  The discharge from the secondary (emergency) pressure release is also of a

relatively low pressure. This means that the discharged gas will remain at short distance to the valve, dispersing in the air quickly.

- When the engine stops, deliberately or in accidental situations an automatic closing valve on the tank will prevent the outflow of gas. The evaporator, fuel line and engine injection system have safety barriers to prevent unintended outflow of gas.
- The design of positive ignition systems used for LNG and CNG vehicles is of a different design than in the nineteen-nineties. Coils generating the high voltage will be on top of the sparkplugs or in close vicinity of the spark plugs and will be electronically triggered, so that risks of sparks by defective leads and electro magnetic pulses are limited in comparison to traditional systems in use when drafting Chapter 9.2 of ADR.
- Although natural gas is flammable at ambient pressure and temperatures, natural gas has a high auto ignition temperature (537 °C versus diesel at 210 °C[2]). The risk off ignition by a hot vehicle part is low. An overview of the physical properties of currently used vehicle fuels is shown in table 1 below. Because of the specific weight natural gas will be dispersed in the air quickly and the mixture will be below the lower explosion limit.

Table 1: physical properties (indicative) fuels

Fuel	*Specific Weight Liquid (g/L)*	*Specific weight Gas (g/L)*	*Flash Point*	*Lower Explosive Limit (LEL) – Upper Explosive Limit (UEL)*	*Auto ignition Temperature*
Petrol	700 at 20 °C	-	-43 °C	1.2% -7.1%	280 °C
Diesel	800 at 20 °C	-	55 °C	0.6%-7.5%	210 °C
LPG		20.0-20.67 at 0 °C -bar	-60 °C	1.8%-8.5%	287 °C
Ethanol	790 at 20 °C	-	17 °C	3.3%-19%	363 °C
Natural gas (methane)	422 at 162 °C	7.2 at 0 °C - 1bar	-188 °C	5%-15%	537 °C
Air		12.9 at 0 °C-1bar			

6. Comparison with Diesel fuel:

Tanks for diesel fuel are thin walled and commonly squared off. The design requirements are limited, only for fuel tanks made of plastic materials a bon-fire test is prescribed.

Diesel Fuel tanks offer limited protection against mechanical impact. When they rupture several hundred liters of diesel fuel may run out, forming a pool around the vehicle. Although the flashpoint is above 55 °C, the auto ignition point of diesel fuel is low at 210 °C. Touching hot vehicle parts may lead to ignition. When the diesel fuel ignites there will be sufficient fuel around to fuel exothermic reactions, which causes the vehicle (and its tires) to burn.

LNG tanks will stand up to mechanical impact and no release of fuel is expected. The fuel valve is closed automatically if the engine stops. No significant volume of fuel is available

[2] Although also higher auto ignition temperatures for diesel are reported, up to 280 °C.

to sustain a fire. Even in a fire condition the release of gas is limited. making it unlikely to result in a truck fire.

Proposal 1

7. Amend subsection 9.2.4.3 to read (new text in *italic* and underlined, replaced text stricken through):

"9.2.4.3 *Fuel tanks and fuel container*

The fuel tanks and fuel containers supplying the engine of the vehicle shall meet the following requirements:

(a) In the event of any leakage *in the normal operating conditions of the vehicle*, the fuel shall *not come* ~~drain to the ground without coming~~ into contact with hot parts of the vehicle or *of* the load;

(b) *Fuel tanks for liquid fuels shall comply with ECE Regulation No. 34.* Fuel tanks containing petrol shall be equipped with an effective flame trap at the filler opening or with a closure enabling the opening to be kept hermetically sealed;

(c) Fuel tanks for liquefied natural gas (LNG) shall comply with the provisions of ECE Regulation No. 110. Additionally the discharge of the (emergency) pressure relief devices shall be so directed to avoid any danger to the load through heating or ignition;

(d) Fuel containers for Liquefied Petroleum gas (LPG) and Compressed natural gas (CNG) shall not be applied. ".

Proposal 2

8. Amend Subsection 9.2.4.4 (new text in *italic* and underlined) to read:

9.2.4.4 *Engine*

The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. In the case of EX/II and EX/III vehicles the engine shall be of compression-ignition construction *using only fuels with a flashpoint above 55 °C*.

Proposal 3

9. Introduce new transitional measures to read:

"1.6.5.xx

EX/II, EX/III, FL and OX vehicles registered before 1 July 2015, fitted with fuel tanks not approved according to ECE Regulation No. 34 may still be used."

"1.6.5.xy

FL and OX vehicles registered before 1 July 2015, fitted with a LNG fuel system, not fully in compliance with ECE Regulation No. 110, may still be used with the approval of the competent authority of the country of registration, if an equal level of safety can be demonstrated."

Combustion heaters

10. Combustion heaters shall comply with ECE Regulation No. 122. In this regulation LPG and CNG are included as gaseous fuels. However where additional safety regulations are included for LPG (annex 8) no specific regulations are included for CNG or for LNG. The conclusion can be drawn that safety regulations for CNG/LNG combustion heaters should be added to ECE Regulation No.122 with the adoption and amendment of R.110. This should be brought to the attention of the Working Party on General Safety Provisions (GRSG) and WP.29.

Justification proposal 1

Heading

11. To prevent misinterpretation that subsection 9.2.4.3 does not apply to containments for LPG and CNG the words "Fuel containers" are introduced. Fuel container is used in UN ECE Regulations 67 (LPG) and 110 (CNG) for the containment of LPG and CNG instead of "fuel tank". We are of the opinion that fuel containers provide equal safety to LNG fuel tanks but this was not part of the supportive information provided and the urge to regulate the use of LNG for ADR 2015.

9.2.4.3 (a)

12. Subsection 9.2.4.3 (a) requires that leaking fuel "shall drain to the ground". This is not possible for gaseous fuels which are lighter than air. As such this requirement prevents the use of gaseous fuels.

13. It cannot be prevented that leaking fuel will contact hot parts of the vehicle or of the load in any position, (e.g. when on its side or completely overturned, nose-up/nose-down). Therefore the wording "normal operating conditions" in plural are included. It means the vehicle shall be on its wheels, either with the engine running or not, level or sideways banked/uphill/downhill etc.

14. However, the basic performance requirement that leaking fuel shall not come into contact with hot parts of the engine, exhaust or load should remain and be applicable to all fuels (in the normal operating conditions of the vehicle).

9.2.4.3 (b), (c) and (d):

15. To define which types of fuel tanks are allowed to be used and which are not a reference to ECE Regulation 34 (further R.34) for liquid fuels is introduced, a reference to R.110 for LNG in (c) and wording that fuel containers for LPG and CNG are not to be used.

16. In the new (c) additional requirements to R.110 are introduced for the discharge of by the safety valve. LNG fuel tanks have two pressure relief valves, one primary relief valve for the boil down and a secondary for emergencies. The discharge from the primary relief valve discharges through a vent stack which shall extend to a high level away from hot engine or load parts. The primary relief valve and venting stack will also cope with most of the discharge due to a temperature-, pressure rise due to a loss of vacuum of the insulation of the fuel tank.

Justification proposal 2

17. An amendment is proposed to remain in keeping with the original intention of this subsection. Dual-fuel systems on the market today, combining diesel and a gas with a compression ignition engine may otherwise be used. The gas is only added under certain engine running conditions. The flashpoint of LPG or natural gas is significantly lower than the flashpoint of diesel.

18. For the future it should be discussed if the limitation to a compression-ignition engine is justified, as well from the point of the flashpoint of the fuel and the risk of state-of-art positive ignition systems.

Justification proposal 3

19. Vehicles fitted with fuel tanks according to ECE Regulation R.34 shall be accepted for registration of a vehicle, but other fuel tanks may be accepted. Although R.34 gives minimum safety requirements for tanks it was never mandatory for vehicles of Chapter 9.1 of ADR. For this reason a transitional measure is proposed.

20. Some vehicles are already equipped with LNG fuel systems based on national rules. Approval of the fuel tanks may not include the markings of R.110 but may have the same level of safety. If a same level of safety can be proven, of up-dated to the safe level these vehicles can continued to be used.

General justification

Safety:	See above.
Feasibility:	Transporters and heavy goods vehicles manufacturers will have the option to have LNG fuelled vehicles approved for the carriage of dangerous goods. Harmonized safety requirements which will be available help the approval authorities with the approval.
Enforceability:	No specific problems fore seen.

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Item 4 of the provisional agenda:
Interpretation of ADR

Implementation of 8.2.2.7.1.6 of ADR - possibility of introducing a distance form of the examination

Transmitted by the Government of the Russian Federation[1]

Introduction

1. In accordance with paragraph 8.2.2.7.1.6, the examination is conducted either in the form of a written examination or a combination of a written and oral examination. There is no clear understanding of what is meant by a written examination. We have been informed that a number of countries already conduct examinations using electronic means.

2. The area occupied by the Russian Federation is 17 098 246 km², with a significant part of it situated in the sparsely populated Asian part. The specified form of the examination is difficult to use in the Asian part of the Russian Federation because of the large distances that have to be travelled to examination centres.

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

Proposal

3. Consider the possibility of introducing a distance form of examination for drivers carrying dangerous goods, using electronic means, provided reliable identification of the candidate's answers and result is assured. To confirm the right of the Russian Federation to resolve the issue of introducing a distance form of examination using electronic means and internet at the level of its own legislation.

4. In case it is decided that it is necessary to change the ADR, the Russian Federation is ready to prepare an amendment proposal.

Justification

5. Introduction of a distance form of the examination using electronic means and internet would significantly reduce the costs associated with sending drivers to examination centres. Provided accurate identification of the candidate and compliance with ADR as set out in 8.2.2.7, no negative consequences associated with a decreased level of safety in the transport of dangerous goods is expected.

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Item 6 (b) of the provisional agenda
Proposals for amendments to Annexes A and B of ADR: miscellaneous proposals

Guidance on the stowage 7.5.7.1

Transmitted by the International Road Transport Union (IRU)[1]

Summary

Executive summary:	The IRU guidelines provide clear practical information on how to achieve safe load securing practices.
Action to be taken:	Reference in sub-section 7.5.7.1 footnote, link to the IRU International Guidelines.
Reference documents:	IRU International Guidelines on Safe Load Securing for Road Transport.

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

Background

1. Today, unsafe loads cause accidents in the workplace and on the road. Every year loading, unloading and load shift accidents injure many people and cost businesses millions in damaged goods, vehicles, reputation and lost work time.

2. Vehicles carrying poorly restrained loads are a safety risk to their drivers, to road users and to people involved in unloading operations. Poorly restrained loads can greatly enhance the risk of vehicle instability and rollover and loss of load on road journeys.

3. Load safety begins and ends in the workplace.

IRU International Guidance on the stowage

4. In accordance with the decision made by the IRU members in September 2013 following the lack of consistency of the re-launched Cargo Securing Expert Group of the EU Commission, the IRU Secretariat General proposed publishing its "International Guidelines on Safe Load Securing", drafted in anticipation of the Expert Group meetings, and making it available via the IRU website and as a publication.

5. The IRU International Guidelines[2] on Safe Load Securing for Road Transport were developed to effectively respond to the gap in global guidance for professionals involved in transporting loads by road, with the aim to influence a sustainable reduction in the numbers of people killed or injured as a result of load related incidents in the workplace and on the road and to prevent unnecessary disruptions of transport activities.

6. The IRU International guidelines provide clear practical information on how to achieve safe load securing with several examples of calculations and good practices related to load securing.

7. Restraining methods are mainly the following:

- Locking
- Blocking
- Direct lashing
- Top-over lashing
- Combinations of methods in conjunction with friction.

8. The restraining method(s) used should be able to withstand the varying climatic conditions (temperature, humidity, etc) likely to be encountered during the journey.

9. These IRU International Safe Load Securing Guidelines for Road Transport based on European standard EN 12195-1:2010 are not legally binding. However they provide a much needed framework of practical information, instruction and guidance that will enable participants in the transport chain to achieve safe load conditions, compliance with legal obligations and conformity with EN 12195-1:2010.

Proposal

10. Insert a reference to the IRU Guidelines in the footnote to 7.5.7.1.

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[2] See http://www.iru.org/cms-filesystem-action/mix-publications/SafeLoadSecuring8th.pdf

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Item 6 (a) of the provisional agenda
Proposals for amendments to Annexes A and B of ADR: construction and approval of vehicles

Type approval of vehicles and their components

Transmitted by the European Union[1]

Summary

Executive summary: Following a streamlining of type-approval legislation a number of European Union directives will become obsolete in 2014.

Action to be taken: Various amendments to ADR, consisting largely of deleting references that are becoming obsolete.

Introduction

1. Regulation (EC) 661/2009 *concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor* seeks to simplify type-approval legislation in line with the recommendations contained in the final report of the CARS 21 High Level Group. Technical Directives are being replaced where appropriate with references to the

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corresponding ECE Regulations (UN Regulations), as incorporated into European Union law in accordance with Decision 97/836/EC.

Regulation (EC) 661/2009 consequently repeals 49 directives with effect from 1 November 2014 and one directive effective from 1 November 2017.

Several of the repealed directives are referenced in the Annexes A and B to the *European Agreement concerning the International Carriage of Dangerous Goods by Road* (ADR).

2. Article 19(3) of Regulation (EC) 661/2009 specifies that "References to the repealed Directives shall be construed as references to this Regulation".

There will be thus no formal or legal uncertainty from 1 November 2014 onwards even if the old references are kept. However, in the spirit of maintaining a text that is easy to understand and to benefit from the simplification process certain references could be removed. Furthermore, the reference to Directive 97/27/EC regarding vehicle categories would more appropriately be replaced by a reference to Directive 2007/46/EC, as amended.

3. Some references are retrospective and it is advisable not to alter those texts as long as the transitory nature remains. This applies not only to Chapter 1.6 but also to certain references in Chapter 9.

4. Some Contracting Parties may point out that the deletion of certain references to the EU directives bringing create legal uncertainty on the use of vehicles and on the validity of certificates of approval of vehicles which conform to model 9.1.3.5 valid until 31 December 2014. It might be advisable to address this issue creating a new transitional measure to 1.6.5 and amending the transitional measure 1.6.5.10.

Proposal

5. The proposal is annexed to this working document in a table format.

Justification

6. These modifications are of editorial nature and they do not have impact on the requirements imposed on vehicles.

Annex

Proposal

Reference in ADR	*Directive*	*Observations*	*Suggested change*
1.6.5.7	98/91/EC	Transitional provision referring to vehicles type-approved before 2003	{no change}
1.6.5.XX		Transitional measure referring to the use of vehicles first registered or entered into service before 1 November 2014.	{add a transitional provision} " As regards the application of provisions of Part 9, vehicles first registered or entered into service before 1 November 2014 and which have been approved according to the provisions of the directives repealed by the Regulation (EC) No. 661/2009, may continue to be used." {add a new footnote to the new transitional measure "….Regulation (EC) No. 661/2009"} Regulation (EC) 661/2009 of 13 July 2009 (Official Journal L 200 of 31.7.2009, p. 1
1.6.5.10		The "Model for certificate of approval for vehicles carrying certain dangerous goods" described in 9.1.3.5 will be modified (see amendment below). The transitional provision adds a sentence to allow the use of the certificate for vehicles 9.1.3.5 issued before 1 January 2015.	{add a new sentence to the end of the transitional provision 1.6.5.10} Certificates of approval which conform to the model shown in 9.1.3.5 applicable from 1 January 2009 up to 31 December 2014 may continue to be used.
9.1.1.2	98/91/EC	Definition of a type-approved vehicle	"Type-approved vehicle" means any vehicle which has been approved in accordance with ECE Regulation No. 105~~—or Directive 98/91/EC~~ .
9.1.1.2 footnote 3	98/91/EC	Formal reference	{delete footnote}

Reference in ADR	*Directive*	*Observations*	*Suggested change*
9.1.2.2		Requirements for type-approved vehicles	…certificate has been issued by a competent authority in accordance with ECE Regulation No. 105 ~~or Directive 98/91/EC~~ provided that the technical requirements of the said Regulation ~~or the said Directive~~ correspond to…
9.1.2.2 footnote 3	98/91/EC	Formal reference	{delete footnote}
9.1.3.5 footnote 1	97/27/EC	The provisions on masses and dimensions have not been replaced by any UN-ECE regulation. For masses and dimensions the EU legislation is provided by Commission Regulation (EU) 1230/2012. However, this reference is regarding vehicle categories, which are defined in Directive 2007/46/EC.	… Construction of Vehicles (R.E.3) or in ~~Directive 97/27/EC~~ Directive 2007/46/EC, as amended
9.2.1.1	71/320/EEC	Provision with a retrospective reference since 1997. These vehicles are not subject to 9.1.2.3 (annual technical inspection) or 9.1.3 (certificate of approval).	{no change}
9.2.1.1	92/24/EEC	Provision with a retrospective reference since 2008. These vehicles are not subject to 9.1.2.3 (annual technical inspection) or 9.1.3 (certificate of approval)	{no change}
9.2.3.1.1	71/320/EEC	Braking equipment	… technical requirements of ECE Regulation No.13 ~~or Directive 71/320/EEC, as amended,~~ in accordance …
9.2.3.1.1 footnote 5	71/320/EEC	Formal reference	{delete footnote}
9.2.4.7.1	2001/56/EC	Combustion heaters	… ECE Regulation No. 122, as amended ~~, or of Directive 2001/56/EC, as amended,~~ in accordance …
9.2.4.7.1 footnote 7	2001/56/EC	Formal reference	{delete footnote}

Reference in ADR	*Directive*	*Observations*	*Suggested change*
9.2.5 footnote 8	92/24/EEC	Speed limitation devices, as an alternative to UN-ECE Regulation 89	~~As an alternative, the corresponding provisions of directive 92/24/EEC of the Council of 31 March 1992 (originally published in the Official Journal of the European Communities No. L 129 of 14.05.1992), as amended, may apply provided that they have been amended in accordance with the latest amended form of ECE Regulation No. 89 applicable at the time of the vehicle approval~~.
9.2.6	94/20/EC	Coupling of trailers	… of ECE Regulation No. 55 ~~or Directive 94/20/EC, as amended,~~ in accordance …
9.2.6 footnote 10	94/20/EC	Formal reference	{delete footnote}

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Proposals for amendments to Annexes A and B of ADR:
Miscellaneous proposals

Marking of tank-vehicles transporting fuels

Transmitted by the Government of France[1]

Summary

Executive summary: The purpose of the present document is to add to 5.3.2.1.3 UN No. 3475, ETHANOL AND PETROL MIXTURE, with more than 10% ethanol.

Decision to be taken: Amend 5.3.2.1.3.

Related documents: Informal document INF.13 (IRU) from the eighty-fourth session and ECE/TRANS/WP.15/197, paragraph 21, informal document INF.8 (Finland) from the eighty-ninth session and ECE/TRANS/WP.15/208, paragraph 20.

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

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Introduction

1. ADR 5.3.2.1.3 provides for the simplification of the marking of tank-vehicles transporting the fuels listed therein.

2. Since 2009 and the inclusion in ADR of UN No. 3475, ETHANOL AND PETROL MIXTURE, with more than 10% ethanol, companies transporting this fuel with other fuels have been obliged to do so in conformity with 5.3.2.1.2, which requires that orange-coloured plates bearing the hazard identification and UN numbers be clearly displayed on the side of each tank, and therefore on each compartment. It should be noted that the transport of ethanol and petrol mixtures, such as the 85% ethanol mixture known as E85, is increasing significantly.

3. Two discussions on whether to add UN No. 3475 to the list of fuels in 5.3.2.1.3 have already been held within the Working Party: one in May 2008, when the new UN No. 3475 was introduced in ADR, based on an IRU proposal (informal document INF.13), and the other in October 2010, based on a proposal from Finland (informal document INF.8).

4. In those instances, the Working Party considered that "emergency interventions and firefighting techniques are different for UN No. 3475 ethanol and gasoline mixtures and for conventional fuels" and therefore did not adopt the proposals to extend the scope of the exemption provided under 5.3.2.1.3.

5. Apparently, the same extinguishing agents may be used with these different fuels and the type of intervention would remain the same for all substances. Therefore, we propose that 5.3.2.1.3 should be amended.

Proposal

6. Add UN No. 3475 to 5.3.2.1.3, as follows:

> "For tank-vehicles or transport units having one or more tanks carrying substances with UN Nos. 1202, 1203, 1223 or 3475, or aviation fuel classed under UN Nos. 1268 or 1863, but no other dangerous substance, the orange-coloured plates prescribed in 5.3.2.1.2 need not be affixed if the plates affixed to the front and rear in accordance with 5.3.2.1.1 bear the hazard identification number and the UN number prescribed for the most hazardous substance carried, i.e. the substance with the lowest flashpoint."

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Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

Ninety-sixth session
Geneva, 5-9 May 2014
Item 6 (b) of the provisional agenda
Proposals for amendments to Annexes A and B of ADR: miscellaneous proposals

Reference to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs)

Note by the secretariat[1]

1. The Working Party at its ninety-fifth session, noted that the Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units had finalized the draft Code of Practice. It would be submitted to the Inland Transport Committee for approval in February 2014 and to the competent bodies of the International Maritime Organization (IMO) and the International Labour Organization (ILO).

2. The Working Party asked the secretariat to reproduce the draft code in a document for its next session, so that it could take note of it and decide whether to include a reference to the relevant chapters of the Code in section 7.5.7 of ADR.

3. This Code has now been submitted to the Inland Transport Committee for endorsement at its seventy-sixth session (25-27 February 2014) under item 4(f) of the provisional agenda (Strategic question of a sectorial nature: intermodal transport and logistics) (Document ECE/TRANS/2014/17 and informal document ITC (2014) No.7).

4. It has also been submitted to the IMO Maritime Safety Committee (MSC) for approval at its 93rd session (14-23 May 2014) as document MSC 93/9/1, and should be

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

submitted to the ILO Governing Body for approval at its 322nd meeting, Geneva, 30 October-13 November 2014.

5. As requested by the Working Party, the secretariat has reproduced the draft code as informal document INF.3. The Working Party may wish consider whether it would be relevant to amend footnote 1 to 7.5.7.1 in order to include a reference to relevant chapters of this Code once it has been approved by the three organizations and officially published.